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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts..... \$7.25
Per doz. pints..... 4.65
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORI
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,379 號政拾柒百叁千肆萬壹第

日捌十月叁年十叁緒光

HONGKONG, TUESDAY, MAY 3RD, 1904.

式拜禮

號叁月五年肆零百九千壹英港香

PRICE, \$3 PER MONTH.

TO KEEP YOUR HOUSES SWEET AND
CLEAN USE

**WATSON'S
HYGIENOL.**

THE BEST LIQUID DISINFECTANT
ON THE MARKET.

**A. S. WATSON & CO.
LIMITED.**

THE HONGKONG DISPENSARY.

**CUTLER, PALMER
& CO.'S**

PRICE \$11.00 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th August, 1903.

VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following—
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES and BALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-ensembling a
speciality.
McKIMDY & CO.
43 & 34A, Queen's Road East.

A. LING & CO.,

FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

NOTICE OF REMOVAL

REMOVAL.

THE OFFICE of the undersigned has This
Day been REMOVED to ALEXANDRA
BUILDINGS, 2ND FLOOR.
HOLLAND-CHINA TRADING CO.
Hongkong, 27th April, 1904.

THE HEAD AGENCY OF THE JAPA-
CHINA-JAPAN L.I.N.

THE OFFICES of the above Steamship
Company have This Day been REMOVED
to ALEXANDRA BUILDINGS, 3RD
FLOOR.
Hongkong, 28th April, 1904.

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LD

THE OFFICE of the above Company has
This Day been REMOVED to ALEX-
ANDRA BUILDINGS, SECOND FLOOR,
Des Vaux Road.

H. G. SIMMS,

Acting Agent.
Hongkong, 50th April, 1904.

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK,
LD. (Proprietors of David Storer &
Sons), have REMOVED to ALEXANDRA
BUILDINGS (3rd Floor).
W. D. GRAHAM, Manager.
Hongkong, 9th April, 1904.

NOTICE OF REMOVAL.

WE have To-day REMOVED our Offices
to 3rd FLOOR, ALEXANDRA
BUILDINGS.
LINSTEAD & DAVIS.
Hongkong, 3rd April, 1904.

NOTICE OF REMOVAL.

MESSERS. PALMER & TURNER have
This Day REMOVED their Offices to
ALEXANDRA BUILDINGS, 3rd FLOOR.
Hongkong, 1st May, 1904.

NOTICE OF REMOVAL.

DR. KEW, BROTHERS & CO. have
This Day REMOVED their Dental
Surgery to the 3rd FLOOR, ALEXANDRA
BUILDING.
Hongkong, 2nd May, 1904.



Telephone No. 75.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 16th April, 1904.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPWRECK TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.00 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG.

C.P. & Co.'s INVALIDS' PORT

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall.

DOURO PORT.

\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—

D.O.M.,

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AWAY IN THE LEAD AND STILL GAINING.

**BORATED LAVENDER
BATH AMMONIA**
EXPRESSLY PREPARED
FOR TOILET USE.

ANTISEPTIC

This new preparation will be found to combine the aromatic properties of the
French Toilet Waters with the cleansing power of Ammonia.
DELICATELY PERFUMED with the sweet odour of MITCHAM LAVEN-
DER the bath has a new charm.

The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific
against PRICKLY HEAT and MOSQUITO-BITES.

MADE SPECIALLY FOR THE EAST BY

WATKINS LIMITED,
APOTHECARIES' HALL, HONGKONG.

TRY IT IN YOUR BATH.

CONFECTIONERY!!!

THE CHOICE-T AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT.

SAVOIR, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE, YORK HAM and BEST ENGLISH BACON. TOYS, TOYS.

G. GIRAULT.

KODAKS,

FILMS,

AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

[a338]

E. C. WILKS & CO..

MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOSCELS Goods Kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK."

Telephone No. 358.

Hongkong, 1st May, 1904.

[a1153]

**THE
LAHMEYER ELECTRICAL CO., LD.**
LONDON,

AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA.

[a56]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Wide World Magazine, Volume 12 ... \$4.60
A. P. C. Code, 5th Edition ... 19.50
The Handy Royal Atlas ... 18.50
Through the Highlands of Siberia ... 13.00
Stanley Gibbon's Stamp Catalogue, 2 Vols. 3.50
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Russo-Japanese War: Diary Published
by the "Kobe Chronicle." Part 1
ready ... 0.60
Orders Received for the Series.

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PLAYING CARDS.

GENTLEMEN'S BOOTS AND SHOES,

BLACK AND BROWN.

THE FAY SHOES TYPE-WRITER.

[a33]

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NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSEN & CO.

[a55]

BONZOLINE.

The SUBSTITUTE for IVORY in the
TROPICS. Does not crack or change its shape
Is coloured throughout and always keeps its
colour.

Has the same hardness, click and elasticity
as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2 1/8 inch.

Rs. 31/8 set of three.

BONZOLINE POOL BALLS, size 2 1/8 inch.

Rs. 12/6 set of twelve.

BONZOLINE PYRAMID BALLS, size 2 1/8 inch.

Rs. 16/6 set of sixteen.

BONZOLINE SNOOKER BALLS, size 2 1/8 inch.

Rs. 23/1 set of twenty-two.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET.

CALCUTTA. [a3119-2]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE

FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE
and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE.
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong 23th November, 1902

LOST.

ON Monday, 25th April, between Peak and
Queen's Road, A LADY'S GOLD
CURB BRACELET. Finder will be rewarded.
B. LAYTON,
2, Ice House Street.
Hongkong, 28th April, 1904.

LOST.

ONE ENVELOPE containing Photographic
Films in Queen's Road between Messrs.
Kraus & Co. and A Chee & Co.
A Reward of \$5 will be paid if delivered to
A. CHEE & CO.
Hongkong, 2nd May, 1904.

A PRESENT FOR THE WIFE.

What better than a SINGER?

We charge nothing for inspection.

Showrooms:—

3A, WYNDHAM STREET.

Hongkong, 3rd May, 1904.

OCCIDENTAL HOTEL.

ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.

Bath to each room.

Dining-room and Cuisine under strict

supervision.

European and American Wines, Spirits, and

beers.

POOL AND BILLIARDS.

English, American and Manila Newspapers on

file.

Terms: \$4 to \$10.00 per day.

R. MATTHEW,
Proprietor.

Hongkong, 6th May, 1903.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—141 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

[a18]

Manager.

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUDDELL STREET.

[a914]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903.

[a1082]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near

the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and Lively Rooms. Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902.

[a49]

MACAO

AND

CANTON

HOTELS.

A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CLARETS.

FINEST VINTAGES FROM

THE MOST

CELEBRATED

CHATEAUX

IN EXCELLENT CONDITION.

	1 doz. Qts. 2 doz. Pts	
B. ST. ESTEPHE (Red Capule) ...	88.00	89.00
C. ST. JULIEN (Red Capule) ...	10.00	11.00
D. LA ROSE (Red Capule) ...	13.50	14.50
CHATEAU HAUT BRION LARIVET ...	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ ...	24.00	26.00
CHATEAU PONTET CANET ...	28.00	—
CHATEAU LA TOUR CARNET ...	33.00	—
CHATEAU RAUZEN ...	48.00	—
CHATEAU LAFITE ...	54.00	—

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS

On the 29th March, at Aberdeen, Scotland, the wife of DAVID WOOD, Public Works Department, of a daughter.

MARRIAGE.

On the 25th April, at Ningpo, before R. H. Mortimer, H.B.M. Consul, JOHN O'SHEA, to EMMA GEMERALL.

DEATH.

On the 27th April, at the General Hospital, Shanghai, WILLIAM FRASER STRICKLAND, of Sydney, N.S.W., late of I.M. Customs, Shanghai, aged 60 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3RD MAY, 1904

REUTERS some days ago informed us that, before leaving St. Petersburg, General KUROPAKIN had stated that there were then 300,000 troops at the seat of war in Manchuria, which he considered enough for the conduct of the war, and he did not propose to demand any more. It is, of course, quite possible that REUTER may have misinterpreted what General KUROPAKIN really said, or intended to say; but doubtless 300,000 effective men in the field would be able, under effective generalship, to resist any advance of the Japanese, and secure the possession of Manchuria, but there are several things which require to be taken into consideration. The first of these is as to the number of effective troops available. Judging by what we have already seen of Russian movements the indications are decidedly that the Russians are being hampered by an insufficiency of men, else it is not easy to see why they should have abandoned the whole of North-western Corea, and apparently fallen back so far without venturing a battle. With a strong army at his disposal it is again not easy to conceive why an active general should not have occupied in force the north-eastern province of Ham-kiong, and threatened thus any advance of the Japanese from Gensan. What the Japanese plan of operations in their land campaign is likely to be is still a mystery, so well have their counsels been kept,

further than that the line of railway between Newchwang and Harbin is evidently the first objective; but it is still an open question whether the attack is to be made from the Gulf of Corea or from the head of the Liaotung Bay. This uncertainty, of course, compels the Russian forces about Liaoyang to have two fronts, one directed towards Newchwang, the other towards Fenghuangcheng. There are many reasons why the Japanese should select the east coast of the Liaotung Peninsula as a place of landing, and this brings us to the consideration of the very evident advantage which the Japanese possess in the outline of the Korean coast. The distances from Sasebo or Shimoda to Takushan or Gensan, or from Tsuruga or Hakodate to Gensan or Possiet Bay are practically equal, in all cases about five hundred miles, or say two days' steaming, so that they are in a position to keep the enemy in the dark till the last moment as to their actual intention. Though of secondary consideration, as an alternative line from Khabarovsk already exists, the railway from Harbin to Vladivostok also affords a vulnerable point, and the possibility of an attack on this, either from Gensan or from Possiet Bay, has to be taken into consideration. The Japanese have thus every object in prolonging the present state of uncertainty as to the eventual landing place, while judging from recent experience the Russian intelligence department is still unable to cope with that of their wily antagonists.

Taking into consideration, however, all the difficulties that stand in the way of concentration we do not think that the Russian Commander-in-Chief has given any indication of an available force at all approaching 300,000 men; allowing for some 80,000 between Harbin and Liaoyang, exclusive of those engaged in guarding the line, which on account of the folly of the Russians in alienating the Chinese population, requires in itself a considerable force, and leaving 50,000 for garrisoning Port Arthur, Vladivostok, and the other defensive posts, we arrive at some 160,000 men, and judging from the indications given from all quarters this would seem to be approximately correct.

There is another entirely independent way of calculating the strength of the Russian forces by taking into consideration the capacity of the railway. There is a concurrence here of opinion amongst engineering experts. The greater portion of the line is over the vast Siberian plains and this has minimised the difficulties and cost of construction. The whole line cost £78,000,000 sterling, or at the rate of about £7,500 per mile, which may be looked upon as moderate for such a line, which had for the most part to be constructed with unskilled labour, and where all the materials had to be carried from Europe. As a consequence the rails and rolling-stock are light, and the ballasting indifferent. The line is, moreover, indifferently supplied with passing-places, and this greatly hampers its capacity. A capable expert well acquainted with the conditions of the line placed its capacity, taking into consideration the necessary stores and ammunition to be carried, at an average of a thousand troops per day. He, however, added significantly, that as the greater part of the stores and provisions required by the troops would need to be transported by the railway, its capacity for carrying the troops would be continually reduced, as more and more were landed at the end of the journey, so that in a comparatively short period the transport of troops would automatically cease. Now the Russian estimates of the capacity of the line at no time exceeded forty-five thousand per month; and this on the supposition that the line was in good order. The line has, however, undoubtedly not been in good order; moreover, there exists between Irkutsk and Selenginsk a breach some two or three hundred miles long which has to be traversed across a mountainous tract over which everything has to be carried on horse-back or on foot. From various sources of information we gather that the serviceable troops at command in Manchuria in January did not much, if at all, exceed 70,000, and if we allow that 100,000 have since found their way there, which considering that the interval, owing to the breaking-up of the ice in Siberia, is the most difficult period of the year for travelling, we shall arrive at a total of 170,000 men. From this we must make a deduction for the necessary wear and tear from deaths and invaliding, which in view of the unusually severe winter we can hardly place at less than 9,000, so that practically we arrive at the same figures as before of 160,000 available troops. From this, as before stated, we must deduct some 80,000 as required for necessary garrisons, preserving the railway track, and over-

awing the unruly population of Manchuria, so that seemingly but some 80,000 are available for actual warfare. If we even increase this number by a third the advantage still would seem to rest with the Japanese, who will probably be able to place in the field not far short of 200,000 men. This of course assuming that the Japanese land forces will be handled with the same vigour and ability as has marked the conduct of the fleet. Now, as we pointed out on the 4th March, the Japanese have three possible lines of attack open, and of these they have as yet owing to the lateness of the season been able to indicate but one, and that is by way of the mouth of the Yalu, and against this the Russian generals have taken measures, by concentrating a large force, estimated as from thirty to forty thousand troops, in or about Liaoyang. The naval operations about Port Arthur undertaken with the plain object of so reducing the power of the Russian fleet as to set the Japanese fleet free for operations elsewhere, can hardly be otherwise interpreted than as implying an intention to land a strong force from the Sea of Japan; as this has hitherto been delayed pending the break-up of the ice at Vladivostok, evidently the objective is to be sought there or thereabouts. The various attacks at Port Arthur have indicated, if any proof were necessary, that fortifications cannot be attacked with any hope of success by a fleet; so that plainly no such attack is meditated on the defences of Vladivostok; the harbour of Vladivostok is curiously exposed to bombardment, so that it is likely enough that it is to be treated similarly to Port Arthur. Work of this nature cannot seriously advantage an attacking force, and on the other hand the promptness of Japan's first operations on shore must depend her eventual success in the war with her big antagonist. Now, as pointed out, Possiet Bay is well within striking distance from Japan, and with a fleet flushed with success, and under an able admiral, such as Admiral Togo has proved himself, ready to attack simultaneously the Russian fleet at the moment locked up in Vladivostok, there is nothing in view to prevent an able general from landing a force in Possiet Bay; the more so as an admirable beach affords every natural facility for landing. The unknown factor in the affair is, of course, the personal one, but allowing that the capacity for active operations of the Japanese generals is equal to that of their admirals there is a fair hope of success; though the operation may be a critical one, and will certainly need all the pluck and readiness in danger which has hitherto distinguished the Japanese arms. Simultaneously with this, if indeed the force have not already started, we may expect a third advance from Gensan, towards which some steps seem to have been already taken, which may account for the recent reconnaissance of the Russians towards Syongchin—what the objective of such an advance may be we are, of course, unable to say; it may be intended to act in support of the Japanese advance across the Yalu. For ourselves we are more disposed to judge that it is really intended to cross the Changpei Shan, where the passes are lowest, and advance along the upper valley of the Sungari with Kirin as its objective. A force thus advancing would be able as soon as it got into practicable country to support an advance from either Fenghuangcheng towards Moulken, or from Possiet Bay towards Ninguta, whilst menacing at its weakest point the line of railway between Harbin and Vladivostok.

Altogether there is a strong indication that the curtain is about to rise on some decisive event, and that the Japanese, at least, are prepared to take advantage of the first return of warm weather to commence the campaign in downright earnest, and force conclusions one way or the other.

To-night the band of the German warship *Hansa* will give a second orchestral concert in the Theatre Royal.

The central part of the old Hongkong Club (until recently occupied by Ah Men and Hing Cheung, tailors) has been opened up as a branch of the Café Weismann.

The steamer *Chitli*—Messrs. Butterfield and Swire—brought down 103 Indian details from Tientsin. A fine passage was experienced down coast. The soldiers are on their way home from Hongkong by an Indo-China steamer.

Numerous firms took up their tenancy in Alexandra Buildings yesterday. Now that the bamboo scaffolding have been removed from the building its handsomeness appeals to the eye and is generally being remarked upon.

During the past week-end the Supreme Court was washed out and disinfected, a process which it was highly in need of. In the small Court the dust sometimes lies so thick on the seats and benches that one can write one's name on them with a walking-stick.

The Tientsin Gas Co. has declared an interim dividend of 6 per cent.

The Chief Justice sat in chambers yesterday hearing parties in the *Granville Sharp* will case.

Captain Merdin, late of the China Merchants Co., has been appointed captain of the French Canton river steamer the *Charles Hardouin*.

The Canton and Macao steamers are reaping a rich harvest just now by reason of the large number of Chinese going up to the country for festival and worshipping purposes.

The Electric Light Co. are laying cables to the Peak and the lower high levels, so that very soon the whole of the island in its residential parts will be enjoying the benefits of electric light.

There have been many complaints of late about the emission of smoke from the Electric Light Co.'s works in Wanchai. At present we learn there is being put up a smoke-prevention apparatus which should do away with the nuisance.

Complaints about the scarcity of water even on the low levels are still numerous. On Sunday, Wanchai and East Point residents were unable to get enough for cooking purposes and had to have water carried in some cases from the centre of the town.

During the 48 hours ending at noon yesterday 16 fresh fatal Chinese plague cases were reported, one being "dumped" at Mongkok and the others occurring in No. 2 Health District (1), No. 2 (3), No. 2 (1), No. 12 (1), and No. 13 (3). The only cases of communicable disease other than plague last week were 4 of small-pox (all Chinese, 2 fatal).

Chess-players will appreciate the following criticism of the war by the Tokyo correspondent of the *N. C. Daily News*:—"It resembles closely a game of chess. The Japanese castles and queen have acted smartly in opening the water communications, and can now arrange their pawns any way they will." This is evidently the Japanese Opening.

Now that the Pruys towards the west is being built up and developed by the tramway one gathers that the P.W.D. has made a huge mistake in putting up the hideous buildings which stand right in the middle of the road opposite the Canton steamer wharfs. Why such a splendid thoroughfare should be disfigured and blocked by these structures passes comprehension.

A Vienna despatch to the *Mainichi* says:—"A state of panic exists all over Russia in consequence of the news of the disastrous defeat at Port Arthur. The educated class, the teachers and students, who opposed the war from the outset, are now denouncing the Government authorities for having brought about the war in order to win vain distinctions and amass wealth. Their work has placed the whole of Russia in difficulty. The revolutionary movement is rapidly increasing and threatens to spread all over the country. The condition of affairs is grave."

The Board of Commerce at Peking has been instructed by Imperial rescript to take note of a memorial sent in by the Acting Viceroy of the Min-che Provinces, naively announcing among other things that he will cancel the agreement made by his predecessor with certain foreign capitalists for the working of certain mines in the northern provinces of Peking, and make new ones with them, because the privileges at present given to the concessionaries are too large, and calculated to injure Chinese mining interests. Plans are to be devised to enlist both foreign and Chinese capital to work the rich mineral deposits.

Next Sunday the Chinese festival at Shekwan will take place, and as usual there will be a number of excursion steamers running from Hongkong. It may not be generally known that this festival is one of the most famous in southern China and attracts thousands of pilgrims from all over Kwangtung and Kwangsi. It is only three hours' journey from Hongkong. In ordinary times the only thing of interest at Shekwan is an old temple, but when the festival is on, gangways are built across the paddy-fields, a big theatre is erected, and there are innumerable booths and stalls for supplying the wants and attending to the comfort of the army of spectators.

The accounts of the Astor House Hotel Co., Ltd., Tientsin, for 1903 show a divisible amount of Tls. 21,302 after paying dividend of 10 per cent. and writing off Tls. 5,540 for depreciation and bad debts. It was decided at the annual meeting on the 19th ult. to pay Tls. 1,500 to directors and auditor as their fees, a bonus of Tls. 1,147 to the foreign staff, and a final dividend of 8 per cent., making 18 per cent. for the year, and a final sum of Tls. 10,000 to Mr. Ritter, carrying forward the balance, Tls. 655. It was also decided to raise a sum of Tls. 100,000 for additions and improvements by 7 per cent. debentures.

On Sunday last the s.s. *San Chung* ran on an excursion trip round the island and to Mirs Bay, a trip which was enjoyed by all on board. There were two warships in the bay, and when the excursion steamer was passing them the hand of the 93rd Burma's which was on board played "God Save the King" and their regimental march. The steamer also dipped its flag and the warships responded to the salute. We understand that the promoter of the trip intends running excursions all through the summer months. The next one will probably be on the 15th inst. to St. John's Island, about 40 miles south of Hongkong, a place of great historic interest and much beauty. There will be a reduced fare of \$3.

The putting into force of the new law with regard to the abolition of eunuchs in Chinese tenements is said to be having the result of driving people out of the Colony. If those who are leaving the city are the worthless, gambling, opium-smoking class of coolies, there can be no room for regret.

At the P. W. D. offices yesterday afternoon, Mr. L. C. Ross, Land Surveyor, offered for sale by public auction Inland Lot No. 1715, Star Street, at the upset price of \$2,361. On an advance of \$20 on that figure it was knocked down to Mr. Chan A. Tan. The lot is 3955 sq. feet and pays an annual Crown rent of \$54.

There has been a sensible diminution of late in the number of beachcombers in Hongkong, but those that do remain are adepts in the profession of begging. One can hardly pass through a bye-street without being accosted by a number of this undesirable fraternity, and he clings as tenaciously to a likely passer-by as does a limpet to a rock.

A wealthy Chinese merchant of Singapore, whose name is given as Taotai Chang Hsin-nan, is officially reported to have been granted permission by the Boards of Commerce and Foreign Affairs to construct a line of railway from Swatow to Taichow, the capital of the undertaking to be Chinese. The Taotai has also procured some mining rights and a capital of Tls. 2,500,000 is stated to have been already subscribed by Chinese merchants of Singapore and Hongkong.

Mr. A. B. de Guerville, a Frenchman who acted as correspondent for leading American journals during the China-Japan War, has just brought out at Paris a book entitled *Au Japon*. In it he takes the trouble (though we should hardly think it necessary to do so again) to contradict the gross exaggerations published in 1895 about the capture by the Japanese of Port Arthur. M. de Guerville was among the newspaper correspondents who entered the place immediately after the fight, and he is therefore in a position to speak positively. His final verdict is this:—"If in a town bombarded during several days by 48 cannon which threw hundreds of shells and thousands of shrapnel, and which was taken by assault by troops directed against the sea-forts, only 120 bodies were found, that proves very conclusively that there was no butchery and no general massacre."

The unscrupulous men who invented the "massacre" fable are too much discredited for it to be worth while to keep on contradicting them.

The *Kobe Chronicle* is not disposed to attach very much importance to the elaborate story of the sale of Japan's war plans for 400,000 yen; in fact, our contemporary rather ridicules it. It says:—"As to the story being concealed from foreigners, we may say that it has reached us during the last few weeks in at least four different forms, the only point of agreement being that Japan's plans had been sold by an army officer or officers. According to the versions of the story received, the guilty parties have committed suicide, have been shot without trial, have been shot as the result of the confession of one of their number, have been shot as the result of a court-martial, have committed *hara-kiri* by instructions! After considering the various versions in circulation, the only conclusion at which we could arrive was either that the story rested on baseless rumour, or that the fact behind it was of the slenderest possible description." And the *Chronicle* points out that the story has been "confirmed" by the *Manila Cadenet*.

NAVAL NOTES.

THE "VASCO DA GAMA."

The Portuguese battleship *Vasco da Gama* has left for Shanghai to be under the orders of the Portuguese Minister to Peking. The cruiser *Adonastor* leaves also about the middle of the month.

GERMAN CRUISER LEAVING.

The German cruiser *Bussard*, which arrived here yesterday, has received orders to proceed to East Africa; her crew will be relieved at Colombo, where the transport is to arrive on the 31st May.

REVOLUTION IN IRONCLADS.

M. Charpy, manager of the Montluçon factory of the Clatillon Iron Works Co., has discovered after long efforts a method by which thin iron plates from three to four inches in thickness may be greatly increased in efficiency. The importance of the new process will be evident when it is stated that its application to an armoured cruiser would permit of a reduction in the weight of metal used of from 30 to 35 per cent. without any diminution in resisting power. Numerous tests have been made before the Naval Experimental Commission, and the value of the process is admitted to be beyond question.

THE S.S. "PERA."

NEW P. & O. STEAMER TO ARRIVE TO-DAY.

The new P. & O. steamer *Pera* is due to arrive here at noon to-day, this being her first voyage to Hongkong. She is a sister-ship to the twin-screw P. & O. steamers *Palma* and *Palermo*, which recently visited Hongkong. Her gross tonnage is 7634.86, effective horsepower 6500, and carrying capacity in tons measurement 12,500. Though she does not advertise for passengers there is accommodation for such on board. The three sister-ships are something like the twin-screw steamers *Candia* and *Socotra*, but much larger and a great improvement on these vessels, now some eight years old. Special attention has been paid to cargo-working facilities, latest pattern cranes being provided.

TELEGRAMS

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

THE WAR

JAPANESE VICTORY NORTH OF THE YALU.

Kobe, 2nd May, 1.22 p.m.

The Japanese have occupied Chien-lincheng, on the north bank of the Yalu.

Kobe, 2nd May, 1.40 p.m.

The Russian casualties at Chien-lincheng were about 800, the Japanese 700. The Japanese captured a number of prisoners and 20 guns.

[Chien-lincheng is a town at the northern end of the Yalu estuary, on the direct road to Fenghuangcheng. Confirmatory details with regard to the above battle will be found in the Japanese official telegram in another column.—Ed. D.P.]

REUTER'S SERVICE.

THE WAR.—JAPANESE FLEET ACTIVE AGAIN.

LONDON, 2nd May.

Admiral Alexieff wires that ten Japanese cruisers and six destroyers were sighted in Assuri Bay yesterday morning, and that the enemy's ships were sighted at Port Arthur on Thursday night.

[If "Assuri Bay" means Usuri Bay, part of the Japanese fleet is now near Vladivostok, to the east of which Usuri Bay lies.—Ed. D.P.]

TRANSIT COOLIES AT HONGKONG.

CHINESE LABOURERS FOR S. AFRICA AT YAU MATI.

It is possible that the s.s. *Tweedale* may, in a fortnight or so, take out the first batch of coolies to South Africa, but we learn at Messrs. Butterfield & Swire's office that nothing is yet decided. At the present time there are some 2,000 native recruits from various parts of China under Dr. Swan, who is seeing that the men are medically and physically fit for the labour. These emigrants have to be at least 20 years of age, and not more than 40. Between 25 and 40, however, is about the mark. At present they are allowed 30 cents per diem for food.

The workers are going to South Africa under a three years' agreement, at the expiration of which they will have the option of a further term of two years. They will return home at the expense of the employer.

The wages, we understand, will be 50 shillings per annum, including free board, food, and medical attendance. A Chinese doctor, if desired, will attend them.

Durban will be the importing-base. The first batch may consist of 1,500 men.

Every labourer shall be entitled to be accompanied by his wife and children under the age of 10 years at the expense of the importer; and every labourer who, after being introduced into this Colony, desires his wife and children under the age of 10 years to join him in the Transvaal may, provided that before or at the signing of his contract such labourer shall have registered with the official before whom the contract is signed the names and residence of his wife and children and the respective ages of the children, require his employer to introduce them at his, the labourer's, expense, and on the employer refusing to do so the labourer shall be entitled to terminate his contract, and thereupon shall be returned to China in pursuance of his contract at the expense of the importer.

In any case in which the services of a labourer are transferred from the importer to some other person who holds a licence to import labourers, the wife and children of such labourer shall not be separated from him, but the transferee shall provide proper accommodation for such wife and children on the premises on which the labourer is employed and shall be liable for the expense incurred in returning the wife and children of such labourer to China in case such labourer dies whilst in the service of such transferee as aforesaid or any of the events happen during such service which render such labourer liable under the Ordinance to be returned to his country of origin.

It will be interesting to note how many of the labourers are accompanied by their families.

HONGKONG-PORTLAND (OREGON) RUN.

A NEW LINE OF STEAMERS.

A new line of steamers between the United States and Hongkong, established by the Portland & Asiatic Steamship Company, recently came into operation. The vessels of the new line are the *Nicomedia*, which recently sailed from this port; *Arabis*, *Argonia*, and *Namania*. The first three were formerly known as the *Andrasima*, *Endrawadi*, and *Indravelli* and carried the British flag. The vessels have now been chartered for three years and will carry the German flag.

The vessels of the new line comprise a splendid fleet, all the boats being of the 5000-ton class, capable of transporting immense quantities of cargo and having the best accommodation for passengers.

WAR NOTES.

JAPANESE VICTORY ON THE YALU.—
OFFICIAL DESPATCHES.

Through the courtesy of Mr. M. Noma, Japanese Consul, we are enabled to publish the following official despatches received by him yesterday, describing the successful crossing of the Yalu by the Japanese troops and their establishment on the north bank:—

"Tokyo, 1st May, 7.35 p.m."

General Kuroki reports that on 26th ult. he gave orders to prepare for laying bridges. A detachment of Imperial Guards and the Second Division attacked and dispersed the enemy on islands in the Yalu, and occupied them. The Imperial Guards' casualties consisted of nine slightly wounded and sixteen seriously, while the Second Division had no casualties. The enemy retreated carrying many dead and wounded toward Chilinienburg. A Russian cavalryman taken prisoner says that the 22nd, 23rd, and 27th infantry regiments of Eastern Siberian Sharpshooters formed a vanguard. Lieutenant Sonyoloff, commanding mounted scouts of 22nd Regiment, who was found dead, was buried at Wiju. 95 dead horses and also six live ones were found. From noon until the 27th ult. the enemy fired intermittently upon Wiju, but our army did not answer. On the 28th ult. two gunboats, two torpedo-boats, and two steamers, detached from Rear-Admiral Hosoya's squadron, ascended the Yalu, exchanged shots with the enemy at Antushan and silenced them. The detachment suffered no damage. On the 28th ult. two infantry companies of Imperial Guards detached to Sitayuen, whence the enemy had fled, leaving five dead. The enemy fired at long range from the neighbourhood of Chilinienburg upon Wiju without much effect upon our preparative works. On the 29th ult. the 12th Division commenced bridging at Sukuchin and completed early on the morning of the 30th, and the army crossed. From 10.40 a.m. to 1.20 p.m. severe firing took place on all sides, but the enemy were soon silenced. Our losses were as follows:—Officers, five slightly wounded; non-commissioned officers and men, two killed and 22 wounded. At 8 p.m. on the same day the bridge over the main stream was completed. Our army crossed, and advanced upon Hsushan. On the same day a detachment of Rear-Admiral Hosoya's squadron advanced below Antungshan, and fought at close range with 400 of the enemy's infantry and cavalry. The enemy's artillery also fired upon us heavily, but after an hour they retreated, no casualties on our side having taken place. On the 1st inst. at daybreak we commenced cannonading, and silenced the enemy's artillery on the hill situated north-west of Fushukon. At 7.30 a.m. all the divisions advanced for attack, and took possession of the heights extending from Kiatungshan to the north of Makon and Fushukon by 9 a.m."

"Tokyo, 2nd May, 11.40 a.m."

General Kuroki reports from Kiatungshan that, on the 1st inst., notwithstanding a stout resistance, the 2nd and 12th Divisions and Imperial Guards advanced by three roads, driving the enemy before them. At 8 p.m. we captured the enemy's line from Antungshan to Lushakon, and the Imperial Guards surrounded the enemy on three sides, and after several fights, captured 20 guns with their horses and carriages and over 20 officers and many men. The general reserve corps advanced on the Liaoyang road. The enemy's force was composed of the whole of the 3rd Division and the 22nd and 24th regiments of the 6th infantry division of sharpshooters and Maschinko's cavalry brigade, about 40 field guns and 8 machine guns. The enemy fled towards Fenghuancheng. Our casualties are at the most 700. "Total booty, 28 quick-firing guns and large quantities of rifles and ammunition. Our heavy field guns were very effective. A Russian officer who was taken prisoner says that the commanders of both army corps and the division were wounded, and casualties exceeded 800."

"Tokyo, 2nd May, 12.40 p.m."

Captain Maya reports that detachments, consisting of the two cruisers, the *Maya* and *Uji*, and several torpedo-boats ascended the Yalu on the 1st inst., bombarding the enemy. While they were returning the enemy's artillery suddenly attacked the torpedo-boats, which silenced the enemy after a severe engagement of thirty minutes. The whole of the detachment returned to Yongampho without having suffered any casualties.

Our armed launches reached Antung on the same morning and repulsed the enemy's infantry and artillery, after 30 minutes' sharp fighting. Flames were seen rising from the town, and a native says that the enemy had fled from Antung after setting fire to the town.

TELEGRAMS.

The N.C. Daily News publishes the following telegrams:—

"Tokyo, 25th April.—Two Russian men-of-war and two torpedo-boats appeared off Gensan, Korea, in the forenoon of Monday, the 25th instant. The Japanese women and children fled. At one o'clock in the afternoon the Russians sank the Japanese merchant steamer *Goyo Maru*, of 372 tons."

"Later.—The Russian torpedo-boats which sank the Japanese merchant steamer have left Gensan, but a four-funnelled three-masted man-of-war was reported approaching the harbour."

"Tokyo, 27th April.—The Japanese Press is indignant at the repeated sinking of defenceless merchantmen by Russian men-of-war. Unless Russia abandons this practice, it will imperil the Japanese papers say, her reputation for humanity."

"Tokyo, 27th April.—It is believed that the Russian fleet is absolutely unable to steam out to the Japan Sea."

"Tokyo, 27th April.—The crew of the *Goyo*

Maru, 24 in all, is safe."

Major-General Dessino has communicated to the Shanghai papers the following telegrams:—
"Port Arthur, 26th April.—Nothing new has been received from the Yalu. Everything is quiet in Port Arthur, Newchwang, and the Primorski District (Vladivostok). The natives are quiet near the Russian frontier in North-west Mongolia, and are very friendly to the Russians.—(Sd.) Major-General Floing."

"Later.—After the occupation of Keng-sien (Kyoungsyong, in N.E. Corea) by a detachment of scouts of the 1st Regiment of Cossacks of Nerchinsk, under the command of Captain Bolshakof, the latter sent a detachment of his troop farther southward, under the orders of Captain Radhai. The detachment arrived at Shendjin (Syongchin), where it destroyed ten Japanese stores of beans and seized the telegraph. The Japanese Consul, the Chief of Police, and a Major, who had been warned of the movements of the Cossacks, took to flight."

"From information received by the detachment, there are 50 Japanese troops at Pankichung (Pankichung), 500 at Hamboung, and 2,000 at Gensan. There are no more in the north. From correspondence seized at the telegraph station it was learnt that the approach of our troops was announced from Shongjin to Gensan, and they were reported to be 5,000 strong. During the night the enemy's ships approached and lighted up the coast with their projectors. The Koreans are thoroughly well-disposed towards us, and render us every possible service.—(Sd.) Major-General Floing."

FROM JAPAN.

The *Nagasaki Press* learns from "a reliable private source" that, on the representation of neutral governments, the Russian Government has withdrawn its threat to treat war correspondents on the high seas as spies."

The first contingent of foreign war attaches to the Japanese Army will very soon proceed to the front. It will comprise—British—Lieut. General Sir Ian Hamilton, Lt. Col. C. V. Hume, Captains Jardine and Vincent; American—Lt. Col. E. H. Crowther, Capt. Payton March; German—Major von Etzel; French—Lt. Col. Corvisart; Italian—Major Enrico Cavaglia. Sir W. G. Nicholson for England and Capt. Kuhn and Morrison for the United States will go with the second contingent.

Bar accidents, the Seoul-Fusan railway will be finished in October next.

The correspondent of the *Jiji Shimpō* says that the people of Hamyong, the north-eastern province of Corea, are at heart friends of Russia, the local officials being all nominees or protégés of the prominent Russophile, Li Yong-ik.

The steamer *Shawmut*, with Dr. Anita McGee and her band of American nurses on board, arrived at Yokohama on the 20th ult. The American ladies, who are to assist in the Red Cross work, were to have left Seattle by the *Iyo-maru*, but it appears that they missed that vessel.

There is a suspicion in Japan that Prince Cyril Vladimirovitch was really lost on the *Petropavlovsk*, and that the report as to his having been wounded was put abroad by the Russians to soften the shock of the greater disaster.

The *Japan Mail* writes:—"Shanghai alleges, on the authority of Major-General Dessino, that Commander Crown of the *Manjuro* was among those lost with the *Petropavlovsk*. But the captain of the *Maadour* was under parole not to take any further part in the war. Very strong evidence will be needed to prove that he violated his promise." But is it a fact that Capt. Crown was paroled? The story of his death on the *Petropavlovsk* is very circumstantial.

We take that following from the *Japan Mail*:—"The *Nishin* and the *Kasuga* seem to have won golden opinions in their first fight. It will be remembered that after the Japanese ships had several times bombarded Port Arthur with high-angle fire from the shelter of Lisotsian promontory, the Russians were reported to have built and armed a fort on a site chosen so as to command this part of the coast. Hence, when the *Nishin* and the *Kasuga* were ordered, on the 15th instant, to steam to Pigeon Bay and repeat the experiment of high-angle fire, they had to deal with this fort. Admiral Togo's report shows that they silenced it by way of preliminary to bombarding the town. The fire of the two new cruisers is said to have been most effective, and Japanese naval officers speak with enthusiasm of the sighting apparatus with which the guns are furnished. They say that it is superior to anything in the navy. These same officers also combat strongly the depreciatory view entertained in some quarters about high-angle fire. They claim that such fire is of unquestionable value, first because the enemy has virtually no protection against it, and, secondly, because the damage wrought is much greater than the opponents of this kind of gunnery are disposed to admit. It was by high-angle fire that Weihaiwei was reduced in 1895, and the Russians at Port Arthur have suffered so much by it that they at least must appreciate its value."

Of the Russian steamers captured and declared lawful prizes at the Sasebo Prize Court, the *Ekaterinowka*, the *Mukden*, the *Argon*, the *Russia*, and the *Manchuria* are now reported to be prepared for use by the Japanese Navy. The Japanese names of the steamers are as follows:—*Ekaterinowka*, *Kanto-maru*; *Mukden*, *Hoten-maru*; *Argon*, *Raska-maru*; *Russia*, *Saishu-maru*; *Manchuria*, *Hokuto-maru*.

Professor Haman of Besle, who recently made a rough census of the Jews of the world, concludes that there are now nearly 11,000,000 in Europe and 8,000,000 outside of Europe. The Professor estimates that there are 200,000 Jews in Great Britain against 508,000 in Germany. The United States and Austria-Hungary each have over a million, while Russia has nearly 6,000,000. The other countries of Europe have only small numbers of Jews within their borders.

THE S.S. "TEAN."

ANOTHER CHINA NAVIGATION STEAMER AT HONGKONG.

The *ss. Tean*, from Greenock with 2,200 tons of coal for Shanghai, is a steamer on her maiden voyage. She cleared from Hongkong yesterday.

This steamer is the last of six new twin-screw steamers for the China Navigation Co. She is intended for the Hongkong-Manila run, to work in conjunction with the *ss. Sanghviang*, the steamer whose cargo caught fire. The other five sister-ships which have already arrived here are the *Anhui*, *Sinan*, *Chenau*, *Chen Hwa*, and *Tanning*. All these half-dozen craft, with the exception of the *Tean*, are employed in general coasting. To describe one is, of course, pretty well to describe the lot. On boarding the *Tean* one cannot but admire the modern system of general arrangements, which, by the way, are rather unique in themselves. A spacious saloon, with fore-and-aft tables, has seating accommodation for some twenty or more persons, while the staterooms, bath-rooms, lavatories, etc., are fitted up in the most up-to-date style. Appliances for working cargo—steam winches and derricks—work well, and are favourably placed. She has a spar-deck, and top-gallant forecastle; is schooner (two masts) rigged; 300 ft. in length; 40 ft. beam; 21 ft. moulded depth; and has two sets of triple-expansion engines, her twin screws being capable of propelling her some eleven knots per hour when deep loaded. She has two water ballast-tanks, one at each end, so that should there be any necessity to trim her, or send her to sea without cargo, there will be no inconvenience.

Besides her cargo hatches she has three cargo ports on either side, so when in coast ports, there will be every convenience. With regard to the passenger accommodation, three cabins are placed on either side of the house, immediately aft the saloon. Each of these have two bunks, fitted with spring mattresses. The floors are covered with Brussels carpets. The vessel has a carrying capacity of about 3,000 tons.

THE WRECK OF THE "HAITIEN."

The mystery of the wreck of the Chinese cruiser *Haitien* is cleared. It was not on the Elliott Island in the Korean Gulf that she met with disaster, but on Elliott Island near the mouth of the Yangtze, and about 75 miles from Woosung—a place marked on very few maps. The *N.C. Daily News* gives the following details from an interview with the captain of the C.M.S. *Meifoo*, which left Hongkong for Shanghai on the evening of the 21st ult., and, after standing by and giving assistance to the wrecked Chinese cruiser, arrived in Shanghai last Tuesday night.

The *Haitien*, which was on her way from Chefoo to Shanghai, and had overran her distance, struck a rock just off Elliott Island at 5.30 a.m. on the 25th ultimo. From the time that they passed Eddy Island dense fog prevailed, and those on the look-out saw nothing until the vessel struck. At 7.30 a.m. the *Meifoo*, having heard the minutes guns being fired, went over to her. Her stern was then above water and the after part was completely tilted, but during the day a strong breeze sprang up from the north-east, with heavy rain showers, and seas began to wash over her poop. The crew went ashore during Monday night, landing on the island by means of life-lines, and two lives were lost in getting ashore. At 5.35 a.m. on Tuesday the *Haitien*'s stern sank in 11 fathoms of water, her magazine gun in the main-top being just awash at low tide. Her stern was then raised about 20 feet out of the water. There was a large rock visible on her starboard side, about 40 feet from the stem, and about 25 feet abait of this rock a hole could be seen in the vessel's side. At noon on Tuesday she was completely under water from the second funnel aft, and it is surmised that she has struck on a pinnacle rock. At 10 a.m. on Tuesday all the crew were on board the *Meifoo*, and that steamer also took aboard the *Haitien*'s four boats and davits. At 12.15 the *Meifoo* weighed anchor, and proceeded to Woosung, bringing 360 of the *Haitien*'s crew. The remaining 50 of the crew were taken on board a four-funnelled Chinese torpedo-destroyer, which, with a Chinese cruiser, was also standing by the wreck. When the *Meifoo* left the weather was fair and the sea smooth, but should bad weather come it seems certain that the *Haitien* will break up. *Sd.*—*Admiral Sterling*, U.S.N., in his flagship, the *New Orleans*, went down to the wreck on Tuesday last and saw that there was nothing to be done. A tugboat and lighters were standing by to make what salvage may be possible.

The *Whangpoo* Conservancy Board.

The *Universal Gazette* learns that in connection with the proposed improvement of the Whangpoo, the British would be the most benefited as they have largest commerce, consequently they took the initiative in proposing this work while the United States and Japan strongly seconded them, but Germany and France have not shown much interest.

Recently the British Minister has repeatedly requested the Waiwupu and the Nanking Viceroy to have the river work begun as soon as possible and adding that the cost of the work had been estimated at £15,480,000 and British would bear one-half of the cost. The Waiwupu replied that should the work be carried out at all China alone would bear the cost and would not require outside assistance and it was owing to the fact that China could not raise this amount that the work had not been undertaken. The British Minister then asked the Waiwupu to appoint a commission whose duty is to take charge of this work, but the Waiwupu replied that the Government could not at present find an official sufficiently capable for the post.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO"]

BLASTING ACCIDENT.

On the 21st April, when blasting operations were in progress on Woo-lo Hill, Namhoi district, under the direction of the railway engineers, fragments of rock killed three men and one woman and wounded about ten. All are described as "passers-by." The wounded were all carried back to Canton for treatment and the deceased were instantly collared by order of the local authorities.

A JAPANESE WOMAN KILLED.

About a month ago a number of robbers made an attack on a house occupied by an American in Sek-wa-yung, near Canton. One of his servants, a Japanese woman, who offered resistance, was seriously wounded and died some days afterwards in a hospital. The Nankai Magistrate proposes to send to the Japanese Consul a sum of five hundred dollars to be handed over to the deceased's family. It is reported that the Japanese Consul has recently written to the Viceroy expressing his willingness to accept the five hundred dollars on behalf of the deceased's family.

A FOREIGN EDUCATION.

The Viceroy has selected about thirty students from the various Chinese colleges in Canton and about a dozen lads from influential families in the city, the former being sent to Europe and America and the latter to Japan to complete their education at the expense of the Government.

SUPPRESSION OF THE PAK-KOP LOTTERY.

Viceroy Shun, who has found other means of revenge, has taken steps to suppress the Pak-Kop lottery. He has already issued a notice that on and after the 15th May the sale of Pak-Kop lottery tickets is strictly prohibited and any person disregarding this notice will be severely punished. The action of the Viceroy has met with very enthusiastic support from the people, for Canton is at present the greatest centre of gambling in the world.

SERIOUS FIGHT WITH BRIGADES.

Information has been received from Kwangsi to the effect that some days ago a brigand leader named Wong Yun-tsoi with a large number of his followers made an attack on a village named Santing, near Nanning. The people of the village offered opposition and a hot engagement ensued, lasting the whole night. Some villagers were sent to the city of Nanning to ask the authorities to send soldiers. This request was at once complied with, but as it was dark at night, the soldiers dared not approach the rebels, though constant reports of guns fired by the villagers and the rebels were heard. At dawn the ammunition of the villagers was exhausted, and the brigands took possession of the village. They ransacked every house and carried away about forty women and children and three hundred cattle. The number of people killed was over forty.

ROYAL HONGKONG YACHT CLUB.

The last race of the season was sailed on the 1st May for two prizes kindly presented to the Club by Mr. Mitchell. The start was made precisely at 1 p.m., when just a dozen yachts spread their sails to the light breeze coming from the west. They all rippled along merrily for about three-quarters of a mile, when it was seen that after crossing a calm where two winds met they would find an easterly breeze.

The *Elspeth* was the first to find the new wind, and commenced streaking away from the rest of the fleet in fine style; but it was soon evident that she had either forgotten or lost her way, as she began working down to the Channel Rock instead of keeping close under the Dock Battery. It was not until she saw *Dione* and the rest easing their sheets for the Kowloon Rock that she altered her course. *Dione* was therefore the first round the Kowloon Rock, and with a breeze ever freshening from the east soon gained a long lead over the others. This was the prettiest part of the race, and with a strong ebb-tide running up against the breeze the yachts worked up to windward to the Foot-mun mark-buoy in very good time, the *Alonah* and *Chanticleer* going particularly well. The mark-buoy was rounded as follows:—

	H.	M.	S.	H.	M.	S.
<i>Dione</i>	2	30	30	4	25	0
<i>Alonah</i>	2	45	20	4	32	38
<i>Boat</i>	2	45	45	4	43	10
<i>Collier</i>	2	46	39	4	47	10
<i>Kathleen</i>	2	46	45	4	47	13
<i>Chanticleer</i>	2	48	50	4	51	15
<i>Athen</i>	2	49	30			
<i>Iris</i>	2	51	50			
<i>Elspeth</i>	2	53	10			
<i>Clara</i>	2	53	10			

Vernon having sailed into a calm in Hunghom Bay had gone home. There was now a long run home against the ebb-tide with the wind becoming fainter and fainter as the yachts neared the winning line, and just at the Police Pier a head wind from the west was found again. The *Alonah* gradually improved her position on the way home, and worked up to second place, the times at the finish being as follows:—

	H.	M.	S.	H.	M.	S.
<i>Dione</i>	4	25	0	4	25	0
<i>Athen</i>	4	32	38	4	32	38
<i>Boat</i>	4	43	10	4	43	10
<i>Collier</i>	4	47	10	4	47	10
<i>Blipeth</i>	4	47	13	4	47	13
<i>Chanticleer</i>	4	51	15	4	51	15

The rest were not timed. The *Dione* thus wins the first prize, and the *Boat*, being the first boat of another class, wins the second prize.

This race is the final one of the season. An importer of radium at New York gives out the statement that the price of this latest product of the scientist has increased by £840,000 a pound in two days. The commercial rate increased in one week from £1,630,000 to £2,320,000. So great has been the demand for a few grains that the supply on the market was computed to disappear by the end of last month.

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Hongkong, 10th March, 1904.

KOWLOON BOWLING GREEN CLUB.

On Saturday afternoon the first part of a match, President against Vice-President, was played off, two rinks being occupied. The match to count on the most points gained in 21 "heads." The following scores were made:—

PRESIDENT	VICE-PRESIDENT
A. Stevenson	A. Gibson
G. Haxton	J. Walker
J. C. Gow	G. K. Edwards
J. Macdonald (skip)	A. Milroy (skip)

RINK NO. I.	RINK NO. II.
Wm. Ramsay	J. Ramsay
J. M. Henderson	J. Parkes
G. Gow (skip)	J. Galt (skip)

The match will be completed next Saturday, the President's team having a lead of 10 points. In the Nish Bows Competitions, the 3rd Round resulted as follows:—

"A" COMPETITION.
J. Galt beat J. R. Wilson.
J. Kyles beat C. W. Alexander.
W. M. Deas beat G. R. Edwards.
J. Parkes beat J. Ramsay.

"B" COMPETITION.
J. M. Henderson beat A. Kinross.
J. Ramsay beat D. Gow.
J. Galt beat J. Kyles.
J. K. Wilson and W. Deas to play.

The draws for Semi-finals are:—
"A" COMPETITION.
J. Galt v. W. M. Deas.
J. Kyles v. J. Parkes.

"B" COMPETITION.
W. M. Deas or J. R. Wilson v. J. Ramsay.
J. M. Henderson v. J. Galt.

Members who have not yet entered for the Club Championship, the President's and Vice-President's Competitions, and who intend to enter, are requested to put their names on the list in the Club House before the 16th inst.

SHIPPING NOTES.

THE J.Y.E.

The British steamer *Willowdale*, recently sold to the Nippon Yusen Kaisha, has now been renamed the *Colombo-maru*. The British steamer *Saint Irene*, now at Yokohama, has been offered for sale. The Nippon Yusen Kaisha is reported to be negotiating to add the vessel to its fleet. The steamer, now owned by Messrs. Rankin, Gilmour and Company, is of 3,571 gross and 2,474 net tons, and was built by Mr. J. Laing at Sunderland in 1891.

O.S.K. SOUTH CHINA SERVICE.
The steamer *Taipei-maru*, which the Mitu Bishi Dockyard and Engineering Works has constructed for the Osaka Shosen Kaisha's South China service, developed a mean speed of 11.8 knots in a trial held outside Nagasaki harbour. The transfer of the steamer was expected to take place on the 27th ult.

MOJI COAL.
The war has made the export trade in coal at Moji so depressed that quotations are now being made at about 50 sen lower per ton than that prevailing prior to the outbreak of hostilities, and the stock of the mineral product at the northern port is being gradually increased by the arrivals of coal from mines.

THE TORA-MARU.
The Japanese steamer *Tora-maru*, which stranded off Kamishiro in Yamaguchi Ken, is reported to have been refloated recently. After being temporarily repaired at Komatsu she will be taken to Kobe for docking.

SHANGHAI NEWS.
The Hamburg America *ss. Loonyoon* arrived from Shanghai yesterday, having experienced various weather.

The freighter *Lord Roberts* arrived from Penarth yesterday with 5,300 tons of coal for Messrs. Dödel & Co.

The Indo-China *ss. Hia Sang*, from Sourabaya, had 3,608 tons of cargo for Messrs. Jardine, Matheson & Co. She experienced light N.E. ly winds on the passage.

The *Telmachus*, from Saigon, brought 1,764 tons of rice and 10 tons of general merchandise for Messrs. Woo Fat Shing.

The *Haitien*, from Foochow, via ports, reports fine weather.

The Norwegian steamer *Norge*, from Harry for orlors, has 4,140 tons of coal aboard. Fine weather was experienced betten Singapore and Hongkong.

The *Ran Sang*, from Hongy, has 3,240 tons of coal for this port.

The "Blue Funnel" *ss. Devotion*, from Liverpool, has 6,000 tons of cargo for distribution at Far Eastern ports.

STEAMER MOVEMENTS.
The P. & O. steamer *Sindh* left Singapore for this port on the 1st inst., at 1 p.m., with the outward English mails, and is due here on the 6th inst., at about noon.

The Imperial German mail steamer *Sachsen* left Colombo on Sunday, a.m., and may be expected here on Thursday, the 12th inst.

The Imperial German mail steamer *Bayern*, which left here on the 27th ult., at 4 p.m., arrived at Shanghai on Saturday, at 7 a.m.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 11.30 p.m. on Sunday, the 1st inst., and left again at 10 a.m. on Monday for Hongkong, where she is due to arrive at noon on Wednesday, the 4th inst.

The C.P.R. steamer *Athenian* arrived at Shanghai at 10.3 a.m. on Saturday, the 30th ult., and left again at 6 p.m. same day for Nagasaki, where she was due to arrive at 7 a.m. on Monday, the 2nd inst.

The Boston Steamship Co.'s steamer *Tremont* arrived at Victoria (B.C.) on the 26th ult.

The U.C. steamer *Lathian* arrived at Yokohama on the 2nd inst., and will sail on the 3rd, and should arrive in Hongkong on the 12th inst.

The U.C. steamer *Althol* arrived at Salina Cruz on the 28th ult.

The U.C. steamer *Chingoo* left Astoria for Japan ports and Hongkong on the 1st inst.

The J.C.P. ship steamer *Tijpans* will leave Japan for this port on the 3rd inst., and may be expected here on the 4th inst.

NOTES FROM THE BOTANIC GARDENS.

On the right of the path leading up from the Doon House is a tree of *Gynocardia odorata* peculiar for the position of its pretty and sweet-scented, lemon-coloured flowers, which, instead of appearing among its leaves, hang on slender stalks from the bare trunk and branches.

A large number of interesting trees, shrubs, and herbs are now in flower or are just coming into flower in both gardens. The deep blue *Jacaranda* flowers, hardly discernible against a blue sky, but looking charming against the surrounding foliage may be seen in several places along Garden Road. *Calistemon rigidus* is showing its cylindrical bunches of crimson flowers near the Palms in the New Gardens. *Brownea*, with its large pendent red globes, is in full bloom near the Orchid House. This greenhouse contains an unusually large number of fine orchids in blossom. Their strange names need not be quoted, but they are well worth a visit.

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[640]

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ESTIMATES FURNISHED.

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THE UNITED STATES AND THE PHILIPPINES.

"I look for the time when the Philippines shall assume substantially the same relation to us as Cuba now holds." This striking declaration by ex-Secretary Root, in a speech at the Union League Club in New York last month, just after his retirement from the War Department, is considered to have considerable significance. The government of the Philippines is administered by the War Department, and Secretary Taft, Mr. Root's successor, signified the close of his administration as Governor of the Philippines and the beginning of his administration of the War Department by speeches in Manila and Washington, declaring that "the Philippines for the Philippines" has been and is to be the key-note of his policy. He is understood to mean by this that the islands are to be administered for the benefit of the natives rather than for the benefit of capitalists and adventurers. Secretary Root's declaration, quoted above, occurred in the course of the following remarks:—

"The new republic of ours governs itself on the old principle of American freedom. Its star is in the heaven to lead all the republics of South America. And let me tell you, my friends, that they see the star. All the Spanish-Americans of the continent to the south of us are learning from America what they can do when led by our star of liberty. And in the Philippines, where they know not freedom, for there was no freedom nor any law in the Philippines ere we came there, they are beginning to learn from us what liberty means. I look for the time when the Philippines shall assume substantially the same relation to us as Cuba now holds. But all this never could have been done without what rests in the word sovereignty. Never could we have rescued these people from the yoke of tyranny without the exercise of sovereignty. That sovereignty already has made a better day of liberty and law for the Philippines. The questions of five years ago are dead. New ones have arisen, but we shall be able to meet them. We shall have the Canal. Guarding the neutrality of the Isthmus we shall give to the peoples of South America the freedom they have not known. We shall teach them liberty and how it ought to be used."

The anti-imperialist Springfield Republican says:—

"This has been the position of the Republican from the outset, and now comes the late head of the Department of the Republican government having to do with Philippine affairs with a declaration that he agrees to that policy. And if he agrees to it there can be no question that the President agrees to it, even tho' over so quiet for the sake of not appearing to have abandoned the imperialist policy of never haul down the Flag in favour of the anti-imperialist policy, of Philippine independence. If what Mr. Root now says had been said in the fall of 1898 by the President of the United States and conveyed to the Filipinos, there would never have been any war, never any of the slaughter, the devastation, the suffering, disease and starvation, the reconcentration and tortures, which sent tens of thousands of natives to their graves and hundreds of United States soldiers. But let us not indulge in reproaches in the presence of these signs of returning sanity and loyalty to republican ideals in the government of the nation. Better said now than never. The country is to be congratulated, and so, too, the anti-imperialists, for even Saul must now be counted among their prophets."

A somewhat different view of Mr. Root's declaration is taken by the New York Times, which says:—

"A good many of Mr. Root's countrymen look for this time, too. A good many others look, and perhaps with greater confidence, for the time when Cuba shall assume a nearer relation to us than the Philippines now hold. Most property-owners in Cuba look for the coming of that time, not with great confidence, it may be, but certainly with longing."

THE UNIVERSITY BOATRACE.

The following is the Times critic's verdict on the Inter-University Boatrace on the 20th ult.:

There is no doubt that the better crew won. The Oxford men were the stronger individually, and while they kept together better than Cambridge they went the faster. They had, however, been unfortunate in training, and had not been together long enough to row as a crew when they were tired; and this was marked when they reached Hammersmith and when Cambridge were gaining. Oxford then seemed to fall to pieces entirely. Cambridge, on the other hand, when they rowed in their true form, were much better together and were more of a "crew," and in the race the further they rowed the more they improved. They were not a fast crew; but this was not due so much to any defect in their rowing as to the fact that they were eight not very strong men, and they had not sufficient power to drive the boat along at any great pace. But they could, and did after a time, row well together, and that was the reason of their success. Whether or not the result would have been the same if the crews had rowed from the other

stations is nearly always a matter for discussion. As the race was rowed on Saturday it may fairly be said that, had the stations been changed, the race would have been a much closer one. For, with the Surrey station, Oxford would not have led so much in the first mile, and the boats would probably have gone under Hammersmith Bridge level. Then the station would have served Oxford; and it may be said that, if they were holding their own at that point, they would not have fallen to pieces in the same way as they did on Saturday. In which case they should have had a lead at Chiswick. Then Cambridge would have had the advantage of station, and, in order to obtain the same result as in the race, they would have had to make up five lengths or so between Chiswick and the finish, which they would probably not have done. But still, judging from the form shown by the two crews on Saturday, it is fairly certain that the Cambridge crew would have won from either station.

"THE CONGO LIBEL ACTION."

In the King's Bench Division of the High Court, London, on the 20th ult., before Mr. Justice Ridley and a special jury, the trial of the libel action brought by Captain De Keyser, an officer in the service of the Congo Free State, against Captain G. Barrows, the author, and Messrs. Everett, the publishers, of a book entitled *The Curse of Central Africa*, was concluded. The jury found for the plaintiff with £500 damages against the defendants jointly, and his Lordship granted a perpetual injunction against the publication of any portion of the book containing libellous matter. In actions instituted by two other plaintiffs for libels contained in the book's verdict for £50 was taken by consent in each case.

The Brussels correspondent of the Times writes on the 27th ult.:—The Barrows case has been followed with the closest attention here, and it cannot be denied that a certain apprehension existed lest the strong feeling manifested in certain quarters against the Congo State should, even unconsciously, prejudice the minds of Judge and jury in arriving at an impartial judgment of the question on its merits. The impression produced by the verdict is all the more favourable, and the Press is not slow to express its appreciation. The *Etote Belge* endorses the view once set forth by a leading counsel that "the highest tribunal upon earth is a British Court of justice." M. Roland de Mares appends his signature to an article in the *Independence Belge* in which he says:—"If England has a Press of which a certain section is too ready to believe anything which is likely to provoke a scandal or is opposed to purely English interests, she also has Judges, and a code of justice above all taint of partiality, whose conscience is untroubled by any extraneous consideration or foreign influence. This is a truth which must be proclaimed in all loyalty, and we believe that a nation which has such a system of justice and such Judges is in itself a just nation, and cannot persist in a course which has been proved false and productive of evil. It is not a Belgian, French, or German Judge who recognized the falseness of the accusations in question, but an English Judge. Let this be borne in mind, and if, in spite of all, fresh fabrications of sensational stories arise in the future, they may be sure that not only a penalty awaits them in a pecuniary sense, but also the shame of having their bad faith exposed in a British Court of justice."

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PLAN OF FOREIGN CONCESSION, SHANGHAI
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Great Britain:—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1858; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1860; Chefoo, 1876, with Additional Article; Opium Convention, 1896; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention, 1897; Kowloon Extension, 1898; Whampoa, 1898; Convention, Commercial, Shanghai, 1902.

France:—Tientsin, 1858; Convention, 1860; Tientsin, 1865; Conventions, 1860, 1867, and 1895; Frontier Trade Regulations.

United States:—Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany:—Tientsin, 1861; Peking, 1890; Kiauchau Convention, 1898; Railway and Mining Convention, 1898.

Japan:—Shimonoseki, 1895; Liaoching Convention, 1895; Commercial, 1896; New Ports, 1896. Supplementary Commercial 1903.

Russia:—St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Tientsin Agreement, 1888.

Portugal, 1888.
FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1894; Duties Convention, 1895; Russia, Agreements as to Corea; United States Extradition Treaty, 1886; Great Britain (Alliance) 1902.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876; United States, 1882; Great Britain, 1895. Trade Regulations.

TREATIES WITH SIAM
Great Britain, 1893; France, 1893; Japan, 1893; Russia, 1893.

Great Britain and France, Siam Frontier. Great Britain and Russia, Railway Convention, 1890.

Great Britain and Siam, 1890.
CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s Subjects in China and Corea, 1865, 1877, 1878, 1881, 1884, 1894, 1896, 1899, Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong; Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consuls of Shanghai Regulations for Foreign Companies in Japan Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour Regulations for Japan, &c.

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3, Cornhill, E.C.

PARIS: Messrs. G. E. Paul de Lole & Cie, 53, Rue Lafayette.

GERMANY: Messrs. Mahler & Waldschmidt, Frankfurt a/M.

UNITED STATES: Mr. Alfred I. Hart, 25 Post Office Avenue, Baltimore, Md.

SAN FRANCISCO: L. P. Fisher's Advt. Agency, 21, Merchants Exchange, California St.

CAPE TOWN: Messrs. Gordon & Gotch, Messrs. Gordon & Gotch.

SYDNEY: Messrs. Gordon & Gotch, Messrs. Gordon & Gotch.

BRISBANE: Messrs. Gordon & Gotch, Messrs. Gordon & Gotch.

CALCUTTA: Messrs. Thacker, Spink & Co., Bombay.

BOMBAY: "Times of India" Office, COLOMBO: Messrs. A. M. & J. Ferguson.

BATAVIA: Messrs. H. M. Van Dorp & Co., PENANG: Messrs. Cunningham and Clark.

SINGAPORE: Messrs. Kelly & Walsh, Ltd., BANGKOK: "Bangkok Times" Office.

SAIGON: Messrs. Kloss & Co., TONKIN: Messrs. Pauls & Co., Hanoi.

MANILA: Mr. J. de Loyza, "El Comercio," MACAO: Mr. A. A. de J. de J.

HONGKONG: Messrs. Kelly & Walsh, Ltd., HONGKONG: Messrs. Kelly & Walsh, Ltd.

CANTON: Messrs. A. S. Watson & Co., Ltd., SWATOW: Yuen Cheong Book Store.

AMOI: Messrs. A. S. Watson & Co., Ltd., POOCHOW: Messrs. A. S. Watson & Co., Ltd.

SHANGHAI: Messrs. Kelly & Walsh, Ltd., CHEFOO: Messrs. H. Sietas & Co.

TIENTSIN: Messrs. Sietas, Plambeck & Co., TIENTSIN: Messrs. H. Sietas & Co.

PORT ARTHUR: Mr. A. W. Gillingham, Tamsui, FORMOSA: Mr. A. W. Gillingham, Tamsui, COREA: Messrs. Kelly & Walsh, Ltd.

SHIPPING.

ARRIVALS.	
May 1, ANNAM, French str., 2,238, Girard, Yokohama and Shanghai 26th April, Mails and General.—MESSAGERIES MARITIMES.	
May 1, PAUSANG, British str., 1,410, T. Mitchell, Hongkong 29th April, Coal.—JARDINE, MATHESON & Co.	
May 1, TEAN, British str., 1,348, W. Hunter, Singapore 25th April, Coal.—BUTTERFIELD & SWIRE.	
May 2, BUSSARD, German cruiser, 1,780, Huss, Tientsin 26th April.	
May 1, C. DIEDERICHSEN, German str., 772, H. Shlakier, Haiphong, Pakhoi and Hongkong 26th April, General.—JENSEN & Co.	
May 2, CHONGSAO, British str., From Canton.	
May 1, DEUCALION, British str., 4,476, G. D. Key, Singapore 25th April, General.—BUTTERFIELD & SWIRE.	
May 2, KANAGAWA MARU, Japanese str., 3,865, John McKenzie, London and Singapore 27th April, General.—NIPPON YUSEN KAISHA.	
May 2, LORD ROBERTS, British str., 2,694, Jas. Davis, Penarth 17th March, Coal.—DODWELL & Co., Ltd.	
May 2, LUONGMOON, German steamer, 1,245, Kalkofen, Shanghai 28th April, General.—STERN & Co.	
May 2, ZAFIRO, British str., 1,611, Rodger, Manila 30th April, General.—SHEWAN, TOMES & Co.	

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.	
2nd May.	
Aradonia, German str., for Yokohama.	
Deucalion, British str., for Shanghai.	
Hanoi, French str., for Haiphong.	
Kashio, British str., for Shanghai.	
Orange, Norwegian str., for Saigon.	
Pingang, British str., for Singapore.	
Sangkha, British str., for Manila.	
Taiwan, Chinese str., for Chinkiang.	
Taiwan, British str., for Shanghai.	

DEPARTURES.

2nd May.	
CHILLI, British str., for Canton.	
CHUYEN, Chinese str., for Shanghai.	
GENEWAL, Chilean training-ship, for Manila.	
KATANGA, British str., for Newcastle.	
LYEMMOO, German str., for Canton.	
NORGE, Norwegian str., for Shanghai.	
OCEANO, British str., for Nagasaki.	
TEAN, British str., for Shanghai.	
VENGEANCE, British battleship, for Mirs Bay.	

VESSELS IN DOCK.

30th April.	
ABERDEEN DOCKS.—	
KOWLOON DOCKS.—H. I. G. M. S. Moeve, Adamastor, Secord, Appaloche, Houtou, U.S.S. Monterey, H.M.S. Mowden, Houtou, H.M.S. Tulu.	
COSMOPOLITAN DOCK.—Hankow.	

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.	
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NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAU LAHAD DATU AND LABUAN. THE Company's Steamship.

"BORNEO."

Captain Muhl, will be ready to load for the above ports THIS (TUESDAY) MORNING, the 3rd May. For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 29th April, 1904. [1147]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR" Captain A. Stewart, will be despatched for the above ports TO-DAY, the 3rd May, at 3 p.m. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents. Hongkong, 29th April, 1904. [1111]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE. FOR SHANGHAI KOBE AND YOKOHAMA. THE Company's Steamship.

"ERNEST SIMONS."

Captain Bourdon, will be despatched for the above ports on or about MONDAY, the 2nd May. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 27th April, 1904. [2]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP (VIA SUEZ CANAL). THE Steamship "BENALDER," Captain McIntosh, will be despatched as above on or about the 7th May. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 15th April, 1904. [1021]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL. (With liberty to call at Philippine Ports) THE Steamship.

"BREIZ HUEL."

will be despatched as above on or about the 12th May. For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. Hongkong, 28th April, 1904. [1128]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH CHINA AND JAPAN in connection with INDU-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 28th August, 1897. [8]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	7th inst., at Noon.
LONDON & ANTWERP (VIA SUEZ CANAL)	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP	ANTENOR	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 11th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FOORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	24th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	7th June.
LONDON & ANTWERP	ANASTASIMON	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	21st June.
MARSEILLES, &c., VIA PORTS OF CALL.	ANAM	French str.	R. Girard	MESSAGERIES MARITIMES	To-day, at 1 p.m.
BREMEN, VIA PORTS OF CALL.	BAYERN	Ger. str.	R. Heintze	MELCHERS & CO.	25th inst., at Noon.
HAYRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
HAYRE & HAMBURG	MARBURG	Ger. str.	Storn	HAMBURG-AMERIKA LINIE	17th inst.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	Madison	HAMBURG-AMERIKA LINIE	31st inst.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	Forek	HAMBURG-AMERIKA LINIE	14th June.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
TRIESTE, &c., VIA SINGAPORE, &c.	M. BACQUEHEM	Aus. str.	Rasovich	SANDER, WILDER & CO.	20th inst., p.m.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	17th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	17th inst.
NEW YORK, VIA SUEZ CANAL	BREIZ HUEL	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	17th inst.
VANCOUVER, VIA SHANGHAI, &c.	RAS ISGA	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 10th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 12th inst.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	TARTAR	Brit. str.	McIntosh	CANADIAN PACIFIC R. CO.	21st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	CALCHAS	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	17th inst.
PORTLAND, OREGON	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	21st inst.
AUSTRALIAN PORTS	ARAGONIA	Brit. str.	Seboldt	PORTLAND & ASIATIC CO.	14th June.
AUSTRALIAN PORTS	TANAN	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	9th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	11th inst., Noon.
YOKOHAMA & KOBE	PERA	Brit. str.	A. L. Valentine	P. & O. S. N. Co.	About 3rd inst.
KOBE (DIRECT)	CHANGSHIA	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	10th inst.
SHANGHAI	KANAGAWA M.	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	To-day, at 5 p.m.
SHANGHAI, KOBE & YOKOHAMA	TAIWAN	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
SHANGHAI	E. SIMONS	French str.	Bourdon	MESSAGERIES MARITIMES	About 2nd inst.
SHANGHAI	TAMU	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WUJONG	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	To-morrow.
POOCHOW, VIA SWATOW & AMOY	SIMLA	Jap. str.	F. R. Summers	P. & O. S. N. Co.	About 8th inst.
TAMU, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	11th inst., 10 A.M.
TAMU, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	8th inst., 10 A.M.
ANPING, VIA SWATOW & AMOY	M. STREVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
SWATOW, AMOY & POOCHOW	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
SWATOW & TIENTSIN	HAITAN	Brit. str.	Rosch	DOUGLAS LARPAK & CO.	To-morrow, 10 A.M.
MANILA	CHILLI	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	7th inst.
MANILA	KAIFONG	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	To-morrow.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	About 7th inst.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	7th inst., 10 A.M.
MANILA	EMPIRE	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	11th inst., at Noon.
MANILA	RODI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	14th inst., 10 A.M.
MANILA	BORNEO	Ger. str.	Muhle	MELCHERS & CO.	Quick despatch.
SINGAPORE & JAVA PORTS	TUPANAS	Dut. str.	McIntosh	H. C. TRADING CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	C. APCAR	Brit. str.	A. Stewart	DAVID SASSOON & CO., LD.	To-day, at 3 P.M.
BOMBAY, VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	11th inst., at Noon.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX; &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 p.m., the Company's Steamship "ANNAM," Captain R. Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Nera," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon only on Monday, the 2nd May. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st April, 1904. [2]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship.

"EMPIRE" Captain Helmer, will be despatched for the above port on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. A Stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 21st April, 1904. [1072]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG.

1904. About 10th May. "SHIMOSA" ... 31st May. "SATSUMA" ... For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 29th April, 1904. [877]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship.

"EMPIRE."

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 29th April, 1904. [1032]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL.

REMARKS.

YOKOHAMA, VIA SHANGHAI, MOJI, AND KOBE (Passing through the Inland Sea)	PERA	About 3rd May	Freight only.
	A. L. Valentine		
LONDON, &c.	MALTA	Noon, 7th May	See Special Advertisement.
	C. L. Daniel		
SHANGHAI	SIMLA	About 8th May	Freight and Passage.
	F. R. Summers		
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	FOORMOSA	About 11th May	Freight and Passage.
	B. H. W. Snow		

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th April, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW AND AMOY	"TRITON"	WEDNESDAY, 4th May, at 10 A.M.
TAMU, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 8th May, at 10 A.M.
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 11th May, at 10 A.M.
TAMU, VIA SWATOW AND AMOY	"M. STREVE"	SUNDAY, 15th May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road, Central.
Hongkong, 3rd May, 1904. T. ARIMA, Manager [15]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 13th May. Freight.
MARBURG	HAYRE, BREMEN and HAMBURG (Calling at Singapore and Penang)	On 17th May. Freight.
STRASSBURG	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 31st May. Freight & Passengers.
SEGOVIA	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 14th June. Freight.
NURNBERG	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 25th June. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, OFFICE BUILDINGS, No. 1.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 7th May, 10 A.M.
BUBI	2540	E. W. Almond	Manila.	Sat., 14th May, 10 A.M.
PERLA	1880	A. H. Nettley		

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th April, 1904. [116]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.
R.M.S. "TARTAR" ... 4,425 Tons ... SATURDAY, 21st May.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd June.
R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.
Hongkong to London, 1st Class ... via St. Lawrence ... via New York \$62.
"Intermediate on Steamers" ... "1st Class Rail" ... \$40. ... \$42.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 9, Pedder Street.

6.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARAGONIA"	5,195	Seboldt	June 14th, 1904.
"NUMANTIA"	4,370	Wagner	July 14th, 1904.
"NICOMEDIA"	4,370	Wagner	August 14th, 1904.
"ARABIA"	4,483	Bahle	September 14th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 3rd May, 1904. [114]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"ULY-SES"	On 7th May.
GLASGOW and LIVERPOOL...	"TRENKAT"	On 13th May.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL...	"YANOTSE"	On 28th May.
GLASGOW and LIVERPOOL...	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"ANTENOR"	On 10th May.
"GENOA, MARSEILLES and LIVERPOOL"	"ACHILLES"	On 17th May.
LONDON and ANTWERP...	"AT CINOUS"	On 24th May.
LONDON and ANTWERP...	"DEUCALION"	On 7th June.
"GENOA, MARSEILLES and LIVERPOOL"	"TENKAT"	On 20th June.
LONDON and ANTWERP...	"AGAMEMNON"	On 21st June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"CALCHAS"	On 17th May.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th April, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	On 2nd May.
SHANGHAI	"TAMSUI"	On 3rd May.
SHANGHAI	"WOSUNG"	On 4th May.
MANILA	"KAIFONG"	On 4th May.
SWATOW and TIENTSIN	"CHIHLEI"	On 7th May.

ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

* Attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd May, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA." Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 7th MAY, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 26th April, 1904.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEEN, SUFZ, PORT SAID, MESSINA, NAPLES, LIGORNA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADELATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAHAG, also BANGALONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA." Captain Maganzini, will be despatched as above on WEDNESDAY, the 11th May, at NOON. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 29th April, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING." Capt. Wm. Robinson, of 1668 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

VESSELS ON THE BERTH

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA." will be despatched for the above port on THURSDAY, the 26th May.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 26th April, 1904.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., To-day, the 27th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 3rd May, at 9.30 A.M.

All Claims must reach us before the 8th May, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 27th April, 1904.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOH." FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 3rd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 27th April, 1904.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARAGONIA." Captain Schubert, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from a/cuigde.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 28th inst.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th April, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

Cargo ex STEAMSHIP "HYADES," FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA AND KOBE.

Having arrived per "Pigmy" Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from a/cuigde.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 27th April, 1904.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Chartered Steamship

"OCEANO," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, whence each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 29th inst.

Goods not cleared before the 5th prox., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 8th prox., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 29th April, 1904.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I., A.B.C., Electric and Engineering Code.

Used.

DOCK No. 1 (at KATEGAMI).

Extreme Length... 323 feet.

Length on Blocks... 313

Width of Entrance on Top... 53

Width of Entrance on Bottom... 77

Water on Blocks at Spring Tide... 23

DOCK No. 2 (at MUKALIMA).

Extreme Length... 371 feet

Length on Blocks... 350

Width of Entrance on Top... 66

Width of Entrance on Bottom... 53

Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

GRACA & CO., FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PERL STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE LARGEST BREWERY IN THE WORLD.

This Beer is brewed of best Sanzer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, and actively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong 25th July, 1903.

DAVID CORSAIR & SONS

MERCHANT NAVY NAVY BOILED

ONG FLAX RELIANCE CROWN

TARPAILING

ARNHOLD, KARBURG & CO. Sole Agents.

Hongkong 25th July, 1903.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES:

\$15 per Quarter.

No CHARGE FOR INITIAL INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES:

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, SWITCHES, TELEPHONES, WIRES, &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical work.

Address—No. 2, ICE HOUSE ROAD.

W. STUART HARRISON, A.M.I.C.E.

Manager.

Hongkong, 16th April, 1904.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr. Anderson

Mr. B. W. Andrews

Mr. C. G. Baillie

Mr. B. B. Beattie

Mr. Li Hug Beng

Mr. E. J. Birbeck

Mr. & Mrs. R. Borgan

Mr. E. B. Bonner

Mr. & Mrs. W. Borthwick

Mr. W. R. Boyce

Mr. C. Bradley

Mr. Geo. J. Clark

Mr. W. G. Clark

Mr. F. T. Colson

Mr. J. T. Davies

Mr. F. B. Deacon

Mr. G. Dean

Mr. J. H. Derbyshire

Mr. & Mrs. J. Douglas

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Mr. B. B. Hurd

Mr. J. G. Hayton

Mr. R. G. Heckford

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Mr. M. P. Beattie

Mr. J. M. Beattie

Major Benson, A.P.D.

Mrs. Benson

Col. L. F. Brown

Major and Mrs. P. W. Bunney and children

Miss Bunney

Major A. A. Chichester

Lieut.-Col. F. W. Bunney

Mr. and Mrs. Coward

Lieut. A. Dymock, R.A.

Capt. & Mrs. Foster, R.N.

